FORM 3-63 USE PREVIOUS EDITIONS

MFG. 9-66

DATE

[redacted]

1	JM	9	Ideal
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TO :

FROM :

ACTION:

INFO :

IN 78358 25X1A6c OSA 1-15 BF

TO [redacted] INFO CITE

[redacted] 070825Z CITE [redacted] 8217

25X1A6c PRIORITY [redacted]

IDEALIST LOGS AVION COMMO FULLBORE II

25X1A6c REF A. [redacted] 0883

B. [redacted] 8136

25X1A9a

PLEASE PASS TO [redacted] ASD/OEL

1. POST FLIGHT CHECKOUT AND ANALYSIS OF SYSTEM 17 TEST FLIGHT OF 6 DECEMBER SHOWED ALL RECEIVERS TO BE OPERATING. SIGNALS WERE INTERCEPTED ON ALL BANDS.

2. FOLLOWING DISCREPANCIES NOTED:

A. FAST RECORDER FAILED TO TURN ON DURING FLIGHT. PRE AND POST FLIGHT CHECKS OF THAT RECORDER, AS PERFORMED IN THE AVIONICS SHOP, SHOWED THE UNIT TO BE WORKING PROPERLY. TROUBLE TRACED TO CONTROL HEAD LOCATED IN RIGHT CONSOLE OF THE A/C COCKPIT. REPAIRS ARE IN PROGRESS.

B. THE "X" BAND RECEIVER (S/N 1) WHICH WAS USED TO REPLACE THE UNIT THAT HAD LOST SENSITIVITY (S/N 2) BLEW TWO FUSES DURING BENCH CHECKOUT. CAUSE UNKNOWN AT THIS TIME. THEREFORE FOR THIS FLIGHT, S/N 2 WAS INSTALLED. SENSITIVITY OF THE UNIT IS DOWN 15 DB.

[redacted]

GROUP 1 EXCLUDED FROM AUTOMATIC DOWNGRADING AND DECLASSIFICATION

3

C. MARKERS ARE STILL ERRATIC ON RECEIVERS BELOW "L" BAND. THEY ARE TRIGGERED MORE OFTEN THAN THE DESIGNED TIME OF ONCE EACH 15 MINUTES. HOWEVER, CONCUR WITH REF A WHICH STATES ALL THIS MEANS IS THAT EXTRA CALIBRATIONS ARE PRESENT. MAIN PROBLEM STILL IS LACK OF 17B MICROWAVE MARKERS. WILL DISCUSS POSSIBLE SOLUTION WITH [redacted] TECH REP WHO IS ARRIVING 9 DECEMBER. 25X1A5a2

3. THE SPARE "L" BAND RECEIVER, S/N 1 ARRIVED. BENCH CHECK INDICATES UNIT IN GOOD SHAPE.

4. CRITERIA OF "SUCCESSFUL" TEST FLIGHT DEFINED AS:

A. DID SYSTEM INTERCEPT SIGNALS IN BANDS OF INTEREST?

B. CAN RESULTANT INTERCEPTS BE READ OUT VIA ANALYSIS OF THE M-14 FLIGHT TAPES?

DURING THE 5 TEST FLIGHTS TO DATE, POST FLIGHT ANALYSIS OF THE "TAKE" INDICATE THAT THE SYSTEM CAN MEET BOTH THE ABOVE CRITERIA. ALTHOUGH, AS MENTIONED IN REF B, AN ALMOST COMPLETE LACK OF SPARES FOR THE 17B UNITS REDUCES SYSTEM EFFECTIVENESS (RELIABILITY) TO A MARGINAL STATUS.

5. THE AIRBORNE PACKAGE, AS IS, CAN BE USED FOR OPERATIONAL SORTIE, PROVIDED IT IS RECOGNIZED THAT IT WOULD PROBABLY FLY WITH THE KNOWN DEFICIENCIES AS DESCRIBED BY PARA 2B AND 2C ABOVE. ADDITIONAL TEST FLIGHTS OF THE PACKAGE WOULD PROBABLY NOT PROVE OUT THE SYSTEM TO ANY GREATER DEGREE THAN HAS BEEN DONE UP TO THIS POINT. HOWEVER, A TEST FLIGHT (S) WILL BE SCHEDULED AFTER [redacted] HAS HAD AN OPPORTUNITY TO ANALYZE THE DESCRIBED PROBLEMS. 25X1A5a2 25X1A5a2

6. AFTER CONFERRING WITH [redacted] ON THE FEASIBLITY OF RE-PAIRING THE 17B SPARES, [redacted] PLANS DEPART [redacted] THE WEEK

25X1A9a SECRET 25X1A2d2

25X1A6c 25X1A6a

OF 11 DECEMBER. ITINERARY TO FOLLOW WHEN FIRM. HE PLANS STOP AT [redacted] CARRYING A TEST TAPE, TO DEMONSTRATE SYSTEM 17 CAPABILITY.

7. PER PARA 2B ABOVE. THE FUSES USED IN ALL OF THE 17B UNITS ARE OF A SPECIAL TYPE NOT AVAILABLE AT THIS STATION, AND NONE ARE AVAILABLE IN THE SYSTEM SPARES. APPEARING ON THE TOP OF THE UNIT, A MINIATURE PLUG-IN TYPE, APPEARS THE NOTATION: "125V 4A LF". REQUEST TWO DOZEN VIA APO AIRMAIL SOONEST.

SECRET TOR 070857Z DEC 67

SECRET